

**CITY OF ISSAQUAH**  
**MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)**

**Description of Proposal:** Construct a 10,517 SF auto detail shop on a 23,158 SF site. Parking for 25 autos is proposed. Existing buildings on the site would be demolished. Site work would consist of street frontage improvements, new utilities, paving, landscaping, fencing and storm drainage system.

The site is located in the Class 1 Critical Aquifer Recharge Area (CARA); a wellhead protection area within the 1-year capture zone of Sammamish Plateau Water and Sewer District public water supply wells.

**Applicant:** Harold Christensen  
Lance Mueller Architects  
130 Lakeside Ave, Suite 250  
Seattle, WA. 98122

**Permit Number:** ASDP15-00006

**Location of Proposal:** 975 1<sup>st</sup> Ave NE

**Lead Agency:** City of Issaquah

**Determination:** The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

**Comment/Appeal Period:** This MDNS is issued under WAC 197-11-340(2) and 197-11-680(3)(a)vii. There is a 21-day combined comment/appeal period for this determination, between **October 22, 2015 to November 12, 2015**. Anyone wishing to comment may submit written comments to the Responsible Official. The Responsible Official will reconsider the determination based on timely comments. Any person aggrieved by this determination may appeal by filing a Notice of Appeal with the City of Issaquah Permit Center. Appellants should prepare specific factual objections. Copies of the environmental determination and other project application materials are available from the Issaquah Development Services Department, 1775 12th Avenue NW.

Appeals of this SEPA determination must be consolidated with appeal of the underlying permit, per IMC 18.04.250.

**Notes:**

- 1) This threshold determination is based on review of plans including: site plan, floor plan, building elevations, road frontage improvements, water and sewer composite plan, grading and drainage plan, landscape plan received July 29, 2015; Traffic Study (TENW) dated August 3, 2015, Preliminary Technical Information Report (PacLand) dated June 9, 2015, environmental checklist received July 29, 2015; and other documents in the file.
- 2) Issuance of this threshold determination does not constitute approval of the permit. The proposal will be reviewed for compliance with all applicable City of Issaquah codes, which regulate development activities, including the Land Use Code, Critical Area Regulations, Building Codes, Clearing and Grading Ordinance, and Surface Water Design Manual.

**Findings:**

1. Critical Aquifer Recharge Area (CARA) - The site is mapped in the Class 1 Critical Aquifer Recharge Area (CARA); a wellhead protection area within the 1-year capture zone of Sammamish

Plateau Water and Sewer District supply wells. The site is within the 6-month capture zone/travel time to the District's Well 9 and 1-year capture zone to District Wells 7 and 8. In order to protect public water supply wells and to prevent groundwater contamination, the following conditions apply:

1. Stormwater from the site shall not be infiltrated. Stormwater shall be treated and discharged into the City stormwater system or to surface waters.
  2. All vehicle repair and servicing, including washing vehicles, shall be conducted indoors over impermeable pads. Drains from vehicle service areas shall be connected to the sanitary sewer system.
  3. Best management practices (BMPs) are required (IMC 13.29.020) for the storage, use, and disposal of hazardous materials.
2. Traffic – A Traffic Study (TENW, August 3, 2015) was provided to estimate traffic trip generation and to evaluate the traffic impacts related to the development proposal. The study concludes the proposal would generate a total of 32 weekday trips and 1 PM peak hour trip. The traffic study indicates the existing commercial use on the site generates more traffic trips than the proposed use and therefore there would be an overall reduction in traffic trip generation.

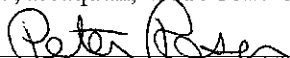
The City completed a system-wide transportation concurrency assessment; modeling future planned growth and the road improvements necessary to maintain the City's adopted level of service (LOS) standards. Transportation impact fees were adopted to fund the road improvements (Ordinance #2733, effective February 2, 2015). Under the City's new concurrency standards, individual development applications are not required to address their traffic impacts on the City's local street system, provided a proposal is consistent with the growth assumptions previously evaluated in the traffic concurrency model and the applicant pay traffic impact fees to fund the identified road improvements. The subject proposal is consistent with the growth assumptions in the traffic concurrency model. Therefore, the proposed development can withdraw trips from the "trip bank" that was calculated for concurrency and can mitigate their traffic impacts by payment of the traffic impact fee. The traffic impact fee for auto parts and service centers is \$20,038.57 per service stall. The traffic impact fee will be used by the City to fund transportation improvements identified in the concurrency model and on the City's Transportation Improvement Program (TIP).

3. Bicycle and Pedestrian Facilities – The *Nexus Study for Bicycle and Pedestrian Facilities Mitigation Fees* (Henderson Young & Company, December 10, 2014) was adopted by the City Council, Ordinance #2733, effective February 2, 2015. The study quantifies the direct impact of new development on the current system of bicycle and pedestrian facilities and the additional demands from future growth to maintain the adopted level of service. The report uses trip generation rates based on the different land use types to quantify the impacts of new development. It also identifies 16 specific bicycle and pedestrian projects that are needed to support the City's level of service standard. Payment of mitigation fees as determined in the study may satisfy a development's requirement to mitigate their project impacts on the level of service standard. If the applicant doesn't voluntarily use the methodology and mitigation fees as determined in the report, the applicant may choose other methods to quantify and mitigate their impacts including conducting a study of impacts and identifying alternate means of mitigating impacts to achieve the adopted standards. The mitigation fee for an auto parts and service center is presently \$1,911.34 per service stall. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.
4. Public Services - The proposal would have potential impacts on public services, including police and general government buildings. IMC Chapter 3.74, Methods to Mitigate Development Impacts, provides alternatives to mitigate for direct impacts of proposed development. The City may approve

a voluntary payment in lieu of other mitigation. Rate studies for police facilities and general government buildings are included in IMC 18.10.260 as the City's SEPA policy base. The rate studies present the methodology and formulas for determining the amount of the mitigation fee commensurate with the proposed land use and project impacts. The current mitigation fee is \$.04932/SF for general government and \$0.12329/SF for the police mitigation fee. The mitigation fee will be assessed with issuance of building permits and the actual cost of the mitigation fee will be the adopted fee in effect at the time of permit issuance. Applicant objections to the voluntary payment should be made during the SEPA comment period.

**Mitigation Measures:** The Mitigated Determination of Nonsignificance is based on the checklist received July 29, 2015 and supplemental information in the application. The following SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code.

1. The site is mapped in the Class 1 Critical Aquifer Recharge Area (CARA); a wellhead protection area within the 1-year capture zone of Sammamish Plateau Water and Sewer District supply wells. In order to protect public water supply wells and to prevent groundwater contamination, the following conditions apply:
  - 1) Stormwater from the site shall not be infiltrated. Stormwater shall be treated and discharged into the City stormwater system or to surface waters.
  - 2) All vehicle repair and servicing, including washing vehicles, shall be conducted indoors over impermeable pads. Drains from vehicle service areas shall be connected to the sanitary sewer system.
  - 3) Best management practices (BMPs) are required (IMC 13.29.020) for the storage, use, and disposal of hazardous materials.
2. The applicant shall mitigate for potential impacts on public services and bicycle and pedestrian facilities. The City may approve a voluntary payment in lieu of other mitigation. The current fees based on the rate studies are \$49.32 per 1,000 SF of new building area for the General Government Buildings Mitigation Fee and the Police Mitigation Fee is \$123.29 per 1,000 SF of new building area. The Bicycle-Pedestrian Facility Mitigation Fee for an auto parts and service center is \$1,911.34 per service stall. Applicant objections to the voluntary mitigation fee payments should be made during the SEPA comment period. The impact fee cost will be determined based on the new building area approved in the building permit application and the impact fee in effect at permit issuance. The applicant should pay the voluntary contribution prior to issuance of building permits.

**Responsible Official:** Peter Rosen  
**Position/Title:** Environmental Planner  
**Address/Phone:** P.O. Box 1307, Issaquah, WA 98027-1307 (425) 837-3094  
**Date:** 10/22/2015 **Signature:** 

cc: Washington State Department of Ecology  
Muckleshoot Indian Tribe  
U.S. Army Corps of Engineers  
Washington State Department of Fish and Wildlife  
Washington State Department of Archeology and Historic Preservation (DAHP)  
Washington State Department of Transportation  
Sammamish Plateau Sewer and Water District

